

Mapleview Rail Crossing		How Criteria is Being Assessed		Do Nothing		Alternative 1: Overpass, 5 lanes, centre median, 2.5m sidewalks, 2m side clearance, 1.5m bike lanes		Alternative 2: Underpass, 4 lanes, centre pier, 2.5m sidewalks, 2m side clearance, 1.5m bike lanes	
Evaluation Criteria									
Engineering / Operational Environment	Traffic Operations (MMATMP, safety, capacity, congestion, etc.)	Ability to	(i) improve connectivity to existing road network (ii) to meet Barrie's MMATMP (iii) to improve traffic safety (iv) to improve traffic operations (increase capacity, reduce congestion and delays)						
	Cycling Operations	Adequacy to accommodate cyclists							
	Transit Operations/Services	Adequacy for transit operations/services							
	Pedestrian Operations	Adequacy to accommodate pedestrians							
	Driveway Impacts	Impacts on driveway accessibility and operations							
	Constructability	Feasibility and ease of construction							
	Operations and Maintenance requirements	Ease and cost of O & M requirements							
	Impacts to Structures	Impact on structures and other infrastructure (i.e. railways)							
Natural Environment	Water Courses/Fisheries/Aquatic Impacts	Potential impact on existing watercourses/impact on fish/fish habitat (Brook Trout)							
	Wildlife and Wildlife Habitat	Potential impact on Significant Wildlife Habitat, including Species of Conservation Concern							
	Species at Risk	Potential impact on Species at Risk							
	Vegetation	Potential impact on Significant Woodlands, other wooded areas and areas of natural vegetation communities (excluding wetlands)							
	Impacts to Wetlands/PSW	Potential impact on Lover's Creek, Provincially Significant Wetland Complex, locally significant wetlands and unevaluated wetlands							
	Land Use	Compatibility with land use (existing and future)							
	Environmental Improvements	Opportunities to enhance aquatic/terrestrial features							
Social Impact	Property Acquisition	Degree of property required and households/business affected							
	Aesthetics	Ability to improve visual aesthetics of roadway and community							
	Noise Impacts	Number of noise walls or mitigations measured required							
	Accessibility	Compliance with AODA							
	Public Safety	Elimination of conflict points; improved infrastructure for all users							
	Local Businesses	Disruption/permanent impact to businesses							
Cultural/Heritage Environment	Archaeological Impacts	Potential impact to archaeological resources							
	Cultural Heritage Impacts	Potential for direct or indirect impacts to built heritage resources and cultural heritage landscapes							
	First Nations Impacts	Potential impact to First Nations interests, traditional land use and aboriginal or treaty rights							
Economic Environment	Project Capital Costs	Total projects costs for capital improvements							
	Life – Cycle Costs (25 year)	Net Present Value of 25-year life cycle costs							
	Land Acquisition Costs	Total costs for property acquisition							
<b>SUMMARY</b>				<b>NOT PREFERRED</b> Does not address need and justification for improved access, or provide improved safety for pedestrians and cyclists. Increased rail traffic along the GO Transit corridor requires a grade separation		<b>PREFERRED</b> Addresses need and justification for improved connectivity, including provision for improved safety for pedestrians and cyclists, however impacts the natural and social environment, all of which can be mitigated. Amount of property is greater for an overpass at this location. Negative impacts on adjacent development applications and heritage property		<b>MOST PREFERRED</b> Addresses need and justification for improved connectivity, including provision for improved safety for pedestrians and cyclists, however impacts the natural and social environment, which can be mitigated, although has a higher cost.	