

Big Bay Point Road City Boundary to Collector 11 Evaluation Criteria		How Criteria is Being Assessed	Do Nothing		Alternative 1: 5 lanes; 2 bike lanes, 2m sidewalks, 4.2m median		Alternative 2: 5 lanes, 2m bike lanes, 2m sidewalks, 4.2m median, LID features		Alternative 3: 5 lanes, 4m TWLTL, 3m MUT south side, fixed north side		Alternative 4: 4 lanes, 2 bike lanes, 1.5m sidewalk south side (Interim)	
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)										Some improvement over existing
	Cycling Operations	Adequacy to accommodate cyclists										Some improvement over existing
	Transit Operations/Services	Adequacy for transit operations/services										Some improvement over existing
	Pedestrian Operations	Adequacy to accommodate pedestrians										Some improvement over existing
	Driveway Impacts	Impacts on driveway accessibility and operations										Some improvement over existing
	Stormwater Management	Ability to accommodate drainage and stormwater management. Use of LIDs										Some improvement over existing
	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)										Some improvement over existing
	Environmental Improvements	Opportunities to enhance aquatic/terrestrial features										Some improvement over existing
Social Impact	Property Acquisition	Degree of property required and households/business affected										Interim solution
	Aesthetics	Ability to improve visual aesthetics of roadway and community										Some improvement over existing
	Noise Impacts	Number of noise walls or mitigations measured required										
	Accessibility	Compliance with AODA										Some improvement over existing
	Public Safety	Elimination of conflict points; improved infrastructure for all users										
	Local Businesses	Disruption/permanent impact to businesses										Some improvement over existing
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										Interim solution
	Life – Cycle Costs (25 year)	Net Present Value of 25-year life cycle costs										Interim Solution - high potential for throw-away costs
	Land Acquisition Costs	Total costs for property acquisition										
SUMMARY			NOT PREFERRED Although it has minimal impact on the natural heritage and cost, it does not address the need for improvements.		PREFERRED Addresses need for improvements. Some opportunity for improvements to transit, cycling and pedestrian access.		PREFERRED Addresses need for improvements. Some opportunity for improvements to transit, cycling and pedestrian access.		MOST PREFERRED Best addresses need for improvements, and provides safer opportunities for cyclists.		NOT PREFERRED	

Big Bay Point Road Collector 11 to Phase 1 Boundary Evaluation Criteria		How Criteria is Being Assessed		Do Nothing		Alternative 1: 3 lanes, 2m bike lanes, 2m sidewalks, 4.2m TWLTL		Alternative 2: 3 lanes, 2m bike lanes, 2m sidewalks, 4.2m TWLTL, 2m LID features		Alternative 3: 3 lanes, 4m TWLTL, 3m MUT south side		Alternative 4: 4 lanes, 2 bike lanes, 1.5m sidewalk south side	
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)										Some improvement over existing
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	Pedestrian Operations	Adequacy to accommodate pedestrians											Some improvement over existing
	Driveway Impacts	Impacts on driveway accessibility and operations											Some improvement over existing
	Stormwater Management	Ability to accommodate drainage and stormwater management. Use of LIDs											Some improvement over existing
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	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)											
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	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)											Some improvement over existing
	Environmental Improvements	Opportunities to enhance aquatic/terrestrial features											Some improvement over existing
Social Impact	Property Acquisition	Degree of property required and households/business affected											Interim solution
	Aesthetics	Ability to improve visual aesthetics of roadway and community											Some improvement over existing
	Noise Impacts	Number of noise walls or mitigations measured required											
	Accessibility	Compliance with AODA											Some improvement over existing
	Public Safety	Elimination of conflict points; improved infrastructure for all users											
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Cultural/Heritage Environment	Archaeological Impacts	Potential impact to archaeological resources											
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	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											Interim solution
	Life – Cycle Costs (25 year)	Net Present Value of 25-year life cycle costs											Interim Solution high potential for throw-away costs
	Land Acquisition Costs	Total costs for property acquisition											
				NOT PREFERRED Although it has minimal impact on the natural heritage and cost, it does not address the need for improvements.		PREFERRED Addresses need for improvements. Some opportunity for improvements to transit, cycling and pedestrian access.		PREFERRED Addresses need for improvements. Some opportunity for improvements to transit, cycling and pedestrian access.		MOST PREFERRED Best addresses need for improvements, and provides safer opportunities for cyclists.		NOT PREFERRED	