

Urban Growth Strategy Evaluation of Alternatives

The following is a comparison of the alternative land use scenarios from a Transportation Planning Perspective. Each alternative is assessed based on an analysis of the results of transportation model runs for each land use arrangement. The resulting road improvements were identified. The Alternatives were ranked, in the accompanying chart, according to the criteria “strategy enables enhanced use of existing and planning roads”.

Also costs were estimated for comparative evaluation. The costs provided (in a separate document) are our best estimates based on benchmark costs. As requested, Dillon did not assess the cost criterion, as the costs provided will be converted to a present value for comparison.

This updated evaluation has added Alternative 1a. In addition, we have assumed that the Third Crossing is part of the solution for all Alternatives, as they all include Growth Alternative No. 1, so we have removed discussion of “with” and “without” the Third Crossing. This change also illuminated a perhaps excessive penalty we had previously applied to Growth Alternative 4. We had it ranked last (4th) and Alternative 3 ranked second last (3rd). In this assessment we have flipped the rankings. Alternative 3 requires more in the way of infrastructure, particularly with a new freeway interchange.

Since the magnitude of the difference between ranks is not equal, we thought it might be helpful to provide some guidance on this. In our view, Alternative 2 is clearly preferred followed by Alternative 5. Alternatives 1a, 4 and 3 are much less preferred.

Criteria	Rationale	Indicators	Alternative 1a	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Strategy enables enhanced use of existing and planned roads	<ul style="list-style-type: none"> Stresses the importance of optimizing the use of existing and planned infrastructure. 	<ul style="list-style-type: none"> Increased opportunities for development where roadway capacity exists or is planned by the City. 	<ul style="list-style-type: none"> This alternative makes good use of existing roads, but uniquely requires a significant widening of Bath Road and a widening of Days Road, as well as, the extension of Centennial Dr. Ranked 3 	<ul style="list-style-type: none"> This alternative makes very good use of existing and planned roads. There are no significant unique roads required to serve this alternative although at an operational level, additional intersection improvements may be required. Ranked 1 	<ul style="list-style-type: none"> This alternative makes good use of existing roads, but requires a significant upgrade to some of the north south roads (Collins Bay & Westbrook, including potentially a partial interchange with Hwy. 401 Ranked 5 	<ul style="list-style-type: none"> This alternative makes good use of existing roads, but requires a significant upgrade to Hwy. 2 and Hwy. 15. With this alternative it becomes much more imperative to build a 3rd Crossing removing flexibility in the timing of when to build it. Ranked 4 	<ul style="list-style-type: none"> This alternative makes good use of existing roads, but requires a significant upgrade to Division St and the Division St. interchange with Hwy. 401. Makes good use of Highway 401 to help distribute traffic to north-south streets. Ranked 2

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