

Evaluation of Alternative Solutions (Phase 2)

The Municipal Class Environment Assessment for Rymal Road evaluated five (5) alternative solutions using twenty-two (22) distinct assessment criteria. The complete analysis is included in the Environmental Study Report, Section 4.0. The following is a summary of key criteria used.

			SUMMARY OF EVALUATION COMMENTS		
Category	Option 1: Do Nothing	Option 2: Localized Operational Improvements	Option 3: Create New Travel Lanes (Preferred Design Alternative – four travel lanes and one center turning lane)	Option 4: Create High Occupancy Vehicle Lanes	Option 5: Improve Other Adjacent Roads
Transportation	Will not address capacity, operational nor safety issues.	Some improvement in existing road capacity issues, but effectiveness diminishes under future conditions.	Significant improvements in capacity, operational and safety issues for both existing and future conditions.	Improvement in capacity problems but, limited improvement to only some operational and safety issues.	Some capacity improvements, very limited improvement to operational and safety issues and no improvement to ongoing property access issues on Rymal Rd.
Natural Environment	No impact on existing trees or vegetation but also does nothing to mitigate climate change.	Some impact to trees /vegetation but improved transit times has modest positive impact on climate change.	Some impacts on trees/vegetation; improving traffic function will encourage growth in personal vehicle use which has negative impact on climate change.	Some impacts on trees/vegetation; HOV lanes encourages carpooling and improves transit with potential for positive impact on climate change.	Impacts trees/vegetation in multiple areas with limited offsetting area; does nothing to mitigate climate change.
Engineering	Does not disturb existing utilities but does not provide drainage improvements or provide naturalized stormwater treatment.	Some impact on utilities and some ability to improve drainage but, no significant naturalized stormwater treatment. Not consistent with adjacent sections of road.	Allows the lanes to be made consistent with adjacent existing sections and while utilities will be disturbed significantly, option provides best opportunity to improve drainage and install naturalized stormwater treatment	Lanes would not be consistent with adjacent existing sections, significant disturbance of utilities, and ability to provide some drainage and naturalized stormwater treatment	Does nothing to improve Rymal Road, has significant impact on utilities and no opportunity for drainage improvements or naturalized stormwater treatment.
Socio -Economic	No disruption from construction to the residents/business but does not address future problems related to planned development in area.	Some disruption from construction and some limited ability to address future problems related to planned development in area.	Construction very disruptive, however option will address /mitigate future problems related to planned development in area.	Construction very disruptive, however option will address /mitigate future problems related to planned development in area.	Construction very disruptive, however option does not address most future problems related to planned development in area.
Cost	No capital cost but high maintenance effort / cost remains.	Moderate capital cost and lowers maintenance effort (relative to existing).	High capital cost but allows maintenance to be optimized.	High capital cost, lowers maintenance effort	Very high capital costs with little to no reduction in maintenance efforts.